

GO-AHEADITIVENESS.

For The Evening Telegraph.

A trait of character supposed to be almost peculiar to our "Down East" brethren, heretofore, but we would admonish them to take care of their laurels, for there are in our city of "Brotherly Love" some modest, unassuming men identified with the lumber interest of Pennsylvania, who, springing from obscurity, are establishing "old fogies" with the extent and magnitude of their undertakings, and the indomitable energy with which they are prosecuting them to a successful issue.

The wide range of our own almost limitless pine forests cannot circumscribe their enterprise. Millions of feet of lumber reach our wharves and depots from the far-off Canadas, via lake, railroad, and canal, forming almost an unbroken line of trade from that remote region. Where but a few years since was unbroken silence, there are now bustling and restive communities of industry and hard labor.

Not content with causing the busy hum of industry to permeate every nook of the frigid North, they turn with genial smile to the God-forsaken South, the land of the orange and pomegranate, the land flowing with honey, and clothed with the habiliments of perpetual spring.

These are the right kind of Reconstructionists; instead of weeping and wailing over the ferocious and devastated land of flowers, they go there, with their money, as well their fraternal feelings towards their erring brethren; saying to them, expressively, by their example, Look up, repine not, but put your shoulder to the wheel, and work out a glorious destiny for yourselves and your posterity.

Such are the men now engaged in the evergreen forests of the Carolinas, who, while they draw from the unrelenting hand of the restored landholder the rich contributions to commerce, they return, reciprocally, the means of redeeming their exhausted plantations from poverty to fertility, and to procure available, efficient labor, come from what quarter it may—a very desirable object, being deprived of their slave labor—a blessing for which many lift their voices, noon and night, in thanksgiving to Him "who doeth all things well" in the administration of his providence.

The special work of reclamation to which I would call your attention, and to which should be stretched forth, the ready hand of material aid, has been inaugurated under the auspices of a number of our esteemed citizens and lumber merchants on Delaware avenue, in the high swamps of North Carolina. They have commenced operations on their purchase, near the town bearing the ever cherished and Providence-favored name of our own beloved "Washington" (a good augury of success), on a scale of grandeur, yet reasonable economy, that gives the earnest of complete success and great profit to those who will identify themselves with the great movement of retrieving a ruined yet fascinating district of our common country from desolation to thrift and cheering prosperity.

Who will step forward now with their surplus capital to make up to these gentlemen the small sum necessary to give them unquestioned power to perform a work grand and noble, because peaceful and Godlike in its objects? Where are the philanthropists who are announcing through our journals—and we give them our warmest confidence—their attachment to the sentiment of "Peace on earth and good-will to all mankind"? Let them "advance to the front" now, "for by their works ye shall know them," and come to the rescue. These gentlemen have now subscribed stock to the amount of one hundred and thirty thousand dollars, in large and small subscriptions, and only require a further sum of one hundred and fifty thousand dollars to accomplish the attainment of their most ardent wishes.

In the antecedents of the gentlemen embarked in the business, you have the surest guarantee of integrity, and profitable reimbursement and future revenue from this mine of wealth.

The "Hiring Fairs" in England.

A London paper says:—
"We are called a civilized people, and flatter ourselves that we deserve the name as well as any nation of the globe. It is nothing but an idle calumny to say that we sell our wives at Smithfield; for whatever goes on of 'that kind' is transacted decorously in Tyburnia & Belgravina. We are thought to be also a proud and self-respecting country, in which the dignity and matter-of-fact quotation of a day's traffic in the English labor-market, appears rather startling to find in provincial journals such quotations as that which we call from the report of the Whiteside hiring-fair at Kendal, in Westmoreland. 'The hiring was very well attended,' we read, 'and business was brisk.' The rates of wages asked and paid were good. Girls demanded from £4 to £9 10s. for the half-year; lads, half-grown to eighteen years of age, obtained £4; boys from £5 to £7; and full-grown able-bodied men, of whom there were few in the market, hired themselves readily at wages ranging from £11 to £14 for the six months.' The public rubs its eyes, perhaps, and imagines that this is a paragraph transcribed by mistake from the columns of 'Produce Market.' Not so—it is the serious and matter-of-fact quotation of a day's traffic in the English labor-market, which goes on in very many British towns besides pretty little Kendal. Those who have visited the quiet metropolis of the Lake Country will remember the Market Hall and the space in front of that building.
"On 'White Saturday,' every year, that part of the town is the rendezvous for all the young men and maidens wanting employment, with all the agricultural hands of the vicinity who are also 'out of a job.' They come in from various parts of the country like sheep and bullocks arriving at a fair. Nor are the lads and lassies of the hills and dales by any means a bad-looking sample of the human animal. The fresh uplands and moist skies of the district breed an apple-cheeked and sturdy race, contrasting brightly with the herds of English children reared under the Lincolnshire pig-system, or with the shambling, pig-eyed, people whom we may see at some other statute fair. By the north country Blondundas and their swains the hiring-day at Whiteside is looked upon as a pleasant holiday. The town is all ready for them, with flags and bands, fannies in the drapers' shops, public houses in full flood of beer and strong drink, together with dancing places, provided for the hours when the buying and selling of the human cattle-market shall have ceased. To the same place come the 'meisters' of the country round—plump-cheeked also, and boot-booted—looking about for a likely wench to scrub and clean, a lad to mind the horse, a cook-maid, and a carter; with very little idea, probably, that there is any moral distinction between 'God's image' and the quadrupeds which can be bought on the same spot at other times.

"The market opens, and these young men and women, for all the world like a huge drove of north-country stock, lump them-

selves together to be looked at. By no bashfulness does the buyer or the seller spoil his chance. A Durian ox could not stand more composedly under his handful of hay while the graver pincers of his atch-bone and depreciable ribs, than the apple-cheeked Westmoreland maid awaits inspection while she cracks her pocket full of nuts. The 'meisters' enter the drove, and deliberately survey the articles offered for public purchase. If the supply is plentiful, the buyers can be as nice in choosing as they please. If demand exceeds supply, the long-limbed boys and gawky girls soon find it out, and stand up for good prices.

"The grotesque roughness of the scene may be better imagined than described; but the language of a cattle fair, as well as its bucolic morals, are all transferred upon the occasion to the bazaar of bipeds. 'Character' is a point about which very few think of speaking—why, indeed, should you want to know the character of gowned and smocked, any more than of horned or woolled stock, beyond that which can be learned from the evidence of your own eyes? The Kendal farmers and daisymen sit up and down the watchful groups of men and women with a critical gaze, till presently they light upon the strapping wench or sturdy lad calculated to meet their requirements. A compliment about as delicate as a cabbage-stalk is passed, and the would-be employer inquires what the 'lad' or 'lass' wants in the way of wage. If the terms are altogether too high, a sort of refusal disposes of the negotiations; if there seems any chance of mutual agreement, a long and cunning chaffer takes place, after which the pair adjourn to the large stone in the centre of the market ground. That portion of the ceremony has been made necessary by immemorial tradition; the bargain must be ratified upon the 'stone,' and, once ratified there, it binds the high contracting parties."

"So the market goes on, till all or nearly all the 'meisters' are suited with servants or farm hands. Generally, the engagement is so made as to give the servant a holiday before he is required to begin the work, and money, in the shape of a 'hand-shake,' always passes between master and man. Consequently the next scene of the hiring-fair is a sort of rude carnival, in which the public houses and less innocent places manage to secure most of the superfluous cash. The young women go to the drapers for finery; the young men to the drinking-bars; and both meet afterwards at the dancing-rooms. They get home—some of them on the same night; the others reach their abodes when their money and credit are gone; none of them knowing anything about the persons by whom they have been hired, or the houses in which they are to live. If, on coming from the fair, they are sober enough to remember the address of their purchaser, they present themselves on the appointed day, after the fashion of bought and branded animals, and get their stable—called a 'bed-room'—and their provender—called 'meals'—for a specified time; the law not allowing them to be exactly tethered by the head or hobbled by the legs.

"A more questionable mode of establishing social relations it would be difficult to conceive; but, before visiting it with wholesale condemnation, we must remember the peculiar circumstances under which it arose. Hiring-fairs—or, as they are called in Scotland, 'feeling markets'—are the remnants of half-barbarous times, during which the country was sparsely peopled, and the communication between separate districts so fitful and rare, that the inhabitants met only at the quarterly or half-yearly fairs. At that time it was only by means of such markets that farmers could get servants; and, in primitive days, before the feudal bond between the employers and their dependants had been loosened, there was nothing degrading or demoralizing in such a spectacle as that which has just been witnessed at Kendal. But those primitive times have for ever passed away. In Scotland the hiring-fairs are now acknowledged by the farmers to be incentives to vice; and for years these intelligent agriculturists have been making a strenuous effort to obtain competent servants by means of registration offices. Strangely enough, the endeavor has been regarded by many magnates with apathy, if not with positive disfavor.

"Some rural lords seem to admire the spectacle at which we have glanced; to think it natural, convenient, and even picturesque. Persons of otherwise reasonable judgments actually regard hiring-fairs and statute-fairs, and all the other scenes where English men and women stand for sale in droves, as idle and pretty—the subject for a charming picture rather than for any dissatisfied comments. In reality, old as it may be, this custom of British rural life is open to grave practical objections; and when the Legislature has a little spare time to contemplate the condition of the agricultural population, such places as Kendal Fair cannot be omitted from the survey. How much modesty or womanly feeling, we would say, in a country damsel take away from the market-stone, where she has stood all the morning, to have her personal appearance appraised and her physical advantages canvassed! The Kendal farmers would probably say that she carried away as much as she brought—which is probably little enough. But these herd-like gatherings of men and women on the same spot, and after the same manner, like beasts for the plough and the shambles, rank among the very causes which keep the agricultural race down to so low a grade."

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SPRING ARRANGEMENT OF PASSENGER

TRAINS, MAY 24, 1869.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:00 A. M. for Reading and all intermediate stations and Allentown. Returning, leaving Reading at 9:30 P. M., arriving in Philadelphia at 9:15 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Harrisburg, Pottsville, Piquette, Tammany, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:00 A. M. train connects at Reading with East Pennsylvania Railroad trains for Allentown, Pottsville, Harrisburg, etc., and with the Lehigh Valley train for Harrisburg, etc.; at YORK CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Railroad trains for Northumberland, Williamsport, York, Chambersburg, Hagerstown, etc.

Leaves Philadelphia at 8:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottsville at 6:25 A. M., stopping at intermediate stations, arriving in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 8:30 P. M., arriving in Pottsville at 5:40 P. M.

READING ACCOMMODATION.

Leaves Reading at 7:20 A. M., stopping at all way stations; arrives in Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 8:15 P. M.; arrives in Reading at 8:45 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., arriving in Philadelphia at 8:45 A. M.

Harrisburg Accommodation leaves Harrisburg at 8:55 P. M., and Pottsville at 8:45 P. M., arriving in Philadelphia at 8:45 P. M.

Reading Accommodation leaves Reading at 7:10 A. M. and Harrisburg at 6:10 P. M., connecting at Reading with Afternoon Accommodation south at 8:00 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Pottsville and all way stations, arriving in Pottsville at 4:30 P. M. for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leaves Philadelphia for Reading at 8 A. M., returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:00 A. M., 12:45, and 4:30 P. M. trains from Philadelphia, leaving Downingtown at 8:00 A. M., 1:30, and 5:35 P. M.

PECKKILLEN RAILROAD.

Passengers for Skippack take 7:30 A. M. and 4:30 P. M. trains from Philadelphia, leaving Skippack at 8:15 A. M., 1:30, and 6:15 P. M. Stage lines for the various points in Peckkillen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST.

Leaves New York at 9 A. M. and 8 P. M., passing Reading at 1:05 A. M. and 1:50 and 10:30 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of the above trains from New York at 4:30 and 5:30 A. M., and 10:30 P. M., passing Reading at 4:30 and 7:00 A. M., and 12:30 P. M., and arriving at New York at 11 A. M. and 12:30 and 3 P. M. Sleeping cars connect with trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:30 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:45 and 11:30 A. M., and 6:40 P. M., returning from Tanawaka at 3:35 A. M., and 2:45 and 4:35 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7:55 A. M. for Piquette and Harrisburg, and at 12:15 noon for Leesport and Croton. Returning, leaving Piquette at 8:30 P. M., and from Trenton at 7:40 A. M. and 5:35 P. M.

THROUGH TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading, and intermediate stations, valid one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or of G. A. Nichols, General Superintendent, Reading.

COMMUTATION TICKETS.

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Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

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FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS.

Close at the Philadelphia Post Office for all places on the road and intermediate stations, and for the principal stations only at 2:15 P. M., and for the intermediate stations only at 4:15 P. M.

FREIGHT TRAINS.

Leave Philadelphia daily at 4:35 A. M., 12:45 noon, and 6 P. M., for Reading, Pottsville, Harrisburg, and all points beyond.

BAGGAGE.

Duggan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot Thirteenth and Callowhill streets.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.

On and after MONDAY, May 3, 1869.

Leave Philadelphia at 6:15, 8:30, 10:12 A. M., 1 P. M., 2:35, 4:30, 6:05, 6:55, 7:55, 9, 10, 11, 12 P. M.

Leave Germantown at 6:15, 8:30, 10:12 A. M., 1 P. M., 2:35, 4:30, 6:05, 6:55, 7:55, 9, 10, 11, 12 P. M.

The 8:30 A. M. train, and 8:30, 9:30, 10:30, 11:30, 12:30, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30, 12:30 P. M. trains will not stop at the Germantown Branch.

Leave Philadelphia at 9:15 A. M., 2:40, 7, and 10:30 P. M.

Leave Germantown at 9:15 A. M., 1:35, 6, and 9:30 P. M.

CHESTNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.

Leave Chestnut Hill at 7:10, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 6:40, 8